Analysis of the 2011 Michigan DOT Intercity Rail and Bus Passenger Surveys

Supplemental Information: Individual Rail Station/Community Profiles

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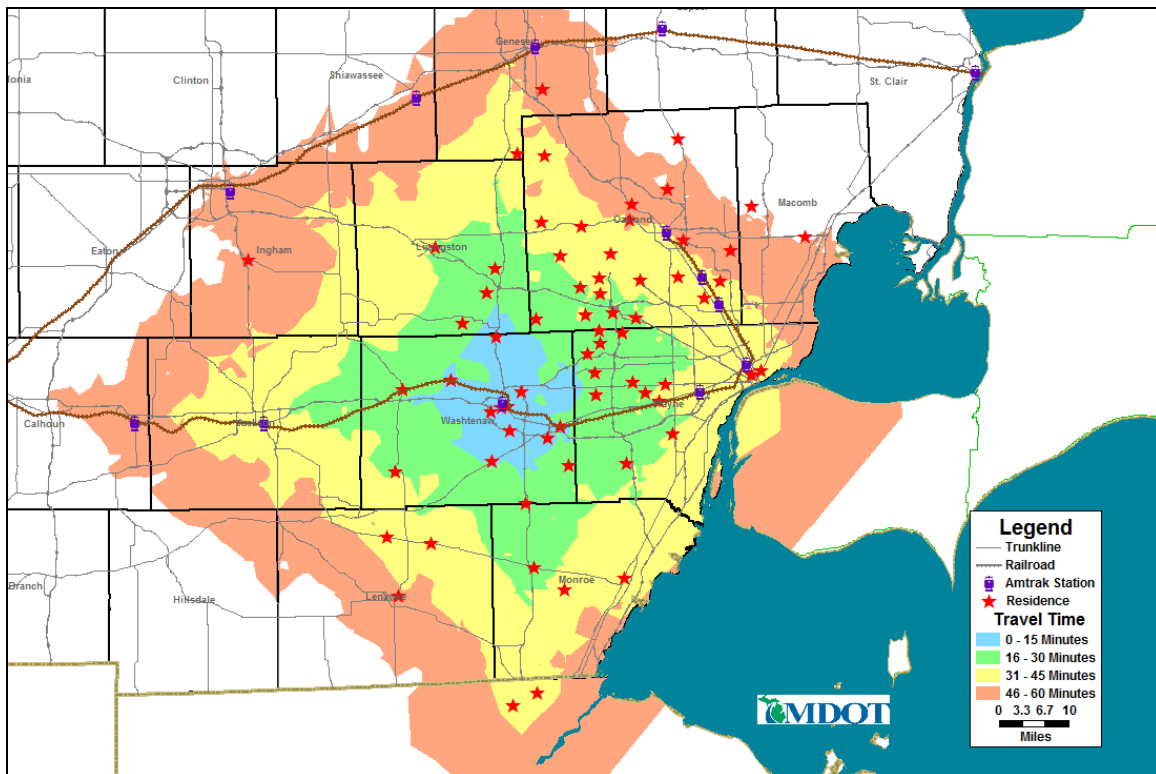# Report Contents and Summary

This report contains profiles of rail passengers using the 22 Amtrak intercity rail stations within the State of Michigan using data obtained from the 2011 Michigan DOT intercity rail survey. The station profiles report passenger mode of travel to/from the station, passenger trip purpose, passenger alternative travel mode, and selected passenger demographic information. A map showing the residential location of rail passengers using the station is also provided for all but 1 of the 22 stations. It is intended that this report serve as supplemental information to the formal analysis of the passenger survey data performed by the Texas Transportation Institute (TTI), as compiled in the report entitled *Analysis of the 2011 Michigan DOT Intercity Rail and Bus Passenger Surveys*.

For the residential location mapping, rail passengers were identified with a particular station using the method described as follows. TTI researchers measured the "crow-flies" distance between the centroid of the passenger's home zip code area and the boarding and alighting station reported by the passenger on his or her survey. The station corresponding to the minimum of these two distances was assigned to that passenger. These data were provided to the MDOT Statewide & Urban Travel Analysis Section, who plotted each station and its corresponding passenger zip codes in TransCAD Version 6.0 using proximity analysis to create the maps that accompany 21 of the 22 station profiles. No map was developed for Albion, where the number of responses was insufficient to allow proper analysis of residential location.

Median age and income for each station were estimated by TTI researchers by identifying the age and income corresponding to the 50th percentile of all responses when the age and income categories were arranged in sequence, interpolating between the boundaries of the appropriate age or income category in which the 50th percentile was located. This method is consistent with the method used to estimate median age and income in the main survey analysis report.

This report was prepared by TTI researchers Benjamin R. Sperry and Curtis A. Morgan, who are solely responsible for the facts and accuracy of the rail survey data analysis presented herein. The MDOT Statewide & Urban Travel Analysis Section is responsible for the content and accuracy of the residential location maps. MDOT staff that developed the maps included Tim Ryan, Jesse Gwilliams, and Katie DeLong.

MDOT
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Residential Location of Rail Passengers

Legend
- —— Trunkline
- —— Railroad
- ▣ Amtrak Station
- ★ Residence

Travel Time
- ▢ 0 - 15 Minutes
- ▢ 16 - 30 Minutes
- ▢ 31 - 45 Minutes
- ▢ 46 - 60 Minutes

0 3.3 6.7 10
Miles

Selected Rail Passenger Survey Results

Passenger Mode of Travel to/from Station:
- Private Vehicle: 84%
- Walk/Bicycle: 6%
- Taxi/Shuttle: 8%
- Local Transit: 1%
- Intercity Bus: 0%

Passenger Alternative Travel Mode:
- Airplane: 19%
- Intercity Bus: 14%
- Motor Vehicle: 60%
- Would Not Make Trip: 8%

Passenger Trip Purpose:
- Work Commute/Business Trip: 20%
- Going to/from School/University: 8%
- Entertainment/Shopping: 7%
- Visiting Friends/Family/Relatives: 36%
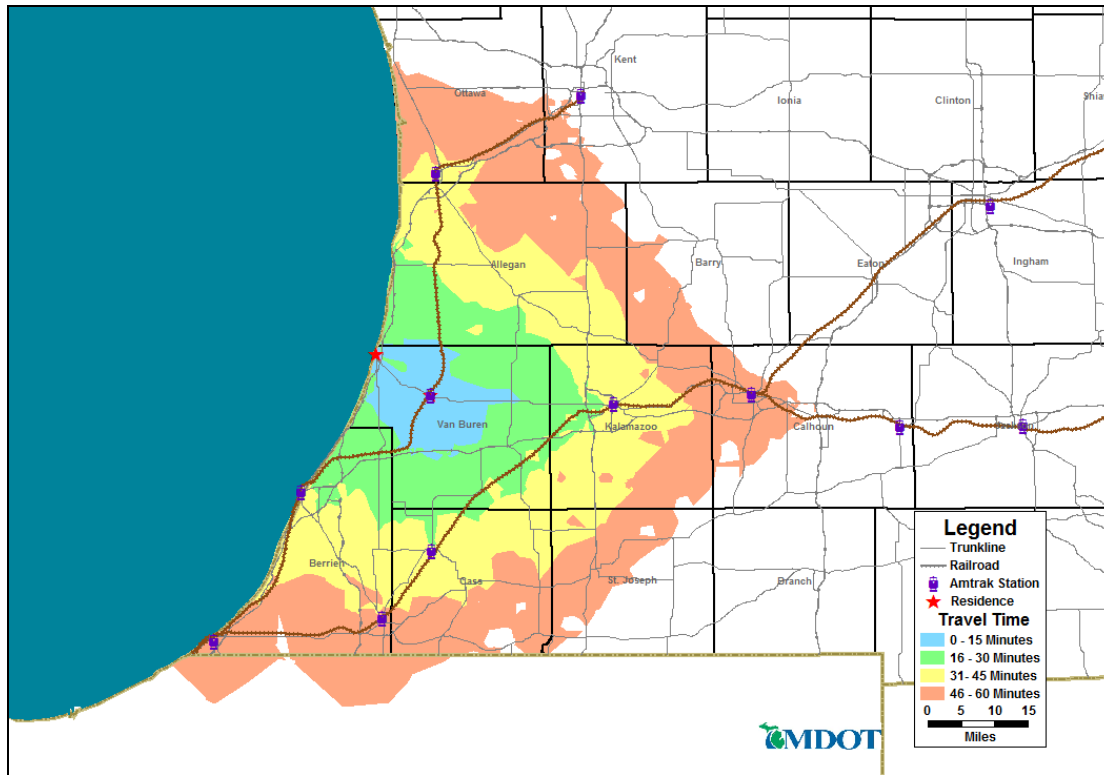- Personal Business: 5%
- Vacation: 22%

Passenger Demographic Profile:
- Female/Male Split: 58% / 42%
- Median Age: 37.1
- Median Household Income: $72,800
- Employed Full-Time: 48%
- Retired: 9%
- Student: 24%
- Michigan Resident: 74%

Note: Combined survey results for rail passengers that reported boarding or alighting at Ann Arbor. Residential location of rail passengers that used the Ann Arbor station shown based on home zip code information provided on survey. Each map symbol represents the home zip code of one or more survey respondent(s).
Source: 2011 Michigan DOT Intercity Passenger Rail Survey/Texas Transportation Institute Analysis

BANGOR

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Residential Location of Rail Passengers

Legend
- Trunkline
- Railroad
- Amtrak Station
- ★ Residence
- **Travel Time**
  - 0 - 15 Minutes
  - 16 - 30 Minutes
  - 31 - 45 Minutes
  - 46 - 60 Minutes
- 0 5 10 15 Miles

Selected Rail Passenger Survey Results

Passenger Mode of Travel to/from Station:
- Private Vehicle: 67%
- Walk/Bicycle: 33%
- Taxi/Shuttle: 0%
- Local Transit: 0%
- Intercity Bus: 0%

Passenger Alternative Travel Mode:
- Airplane: 17%
- Intercity Bus: 0%
- Motor Vehicle: 50%
- Would Not Make Trip: 33%

Passenger Trip Purpose:
- Work Commute/Business Trip: 17%
- Going to/from School/University: 0%
- Entertainment/Shopping: 0%
- Visiting Friends/Family/Relatives: 17%
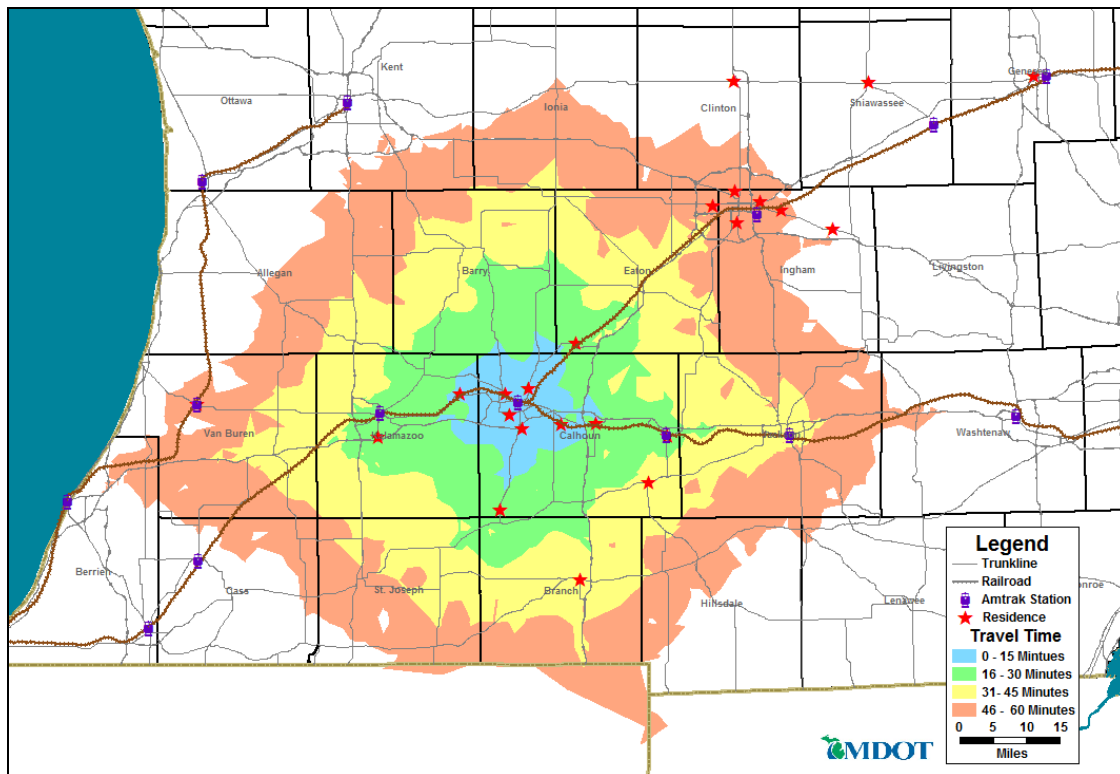- Personal Business: 0%
- Vacation: 67%

Passenger Demographic Profile:
- Female/Male Split: 33% / 67%
- Median Age: 40.0
- Median Household Income: $40,000
- Employed Full-Time: 50%
- Retired: 33%
- Student: 0%
- Michigan Resident: 100%

Note: Combined survey results for rail passengers that reported boarding or alighting at Bangor. Residential location of rail passengers that used the Bangor station shown based on home zip code information provided on survey. Each map symbol represents the home zip code of one or more survey respondent(s).

Source: 2011 Michigan DOT Intercity Passenger Rail Survey/Texas Transportation Institute Analysis

BATTLE CREEK

Residential Location of Rail Passengers

Selected Rail Passenger Survey Results

Passenger Mode of Travel to/from Station:
- Private Vehicle: 74%
- Walk/Bicycle: 2%
- Taxi/Shuttle: 5%
- Local Transit: 2%
- Intercity Bus: 18%

Passenger Alternative Travel Mode:
- Airplane: 16%
- Intercity Bus: 10%
- Motor Vehicle: 60%
- Would Not Make Trip: 15%

Passenger Trip Purpose:
- Work Commute/Business Trip: 15%
- Going to/from School/University: 11%
- Entertainment/Shopping: 7%
- Visiting Friends/Family/Relatives: 45%
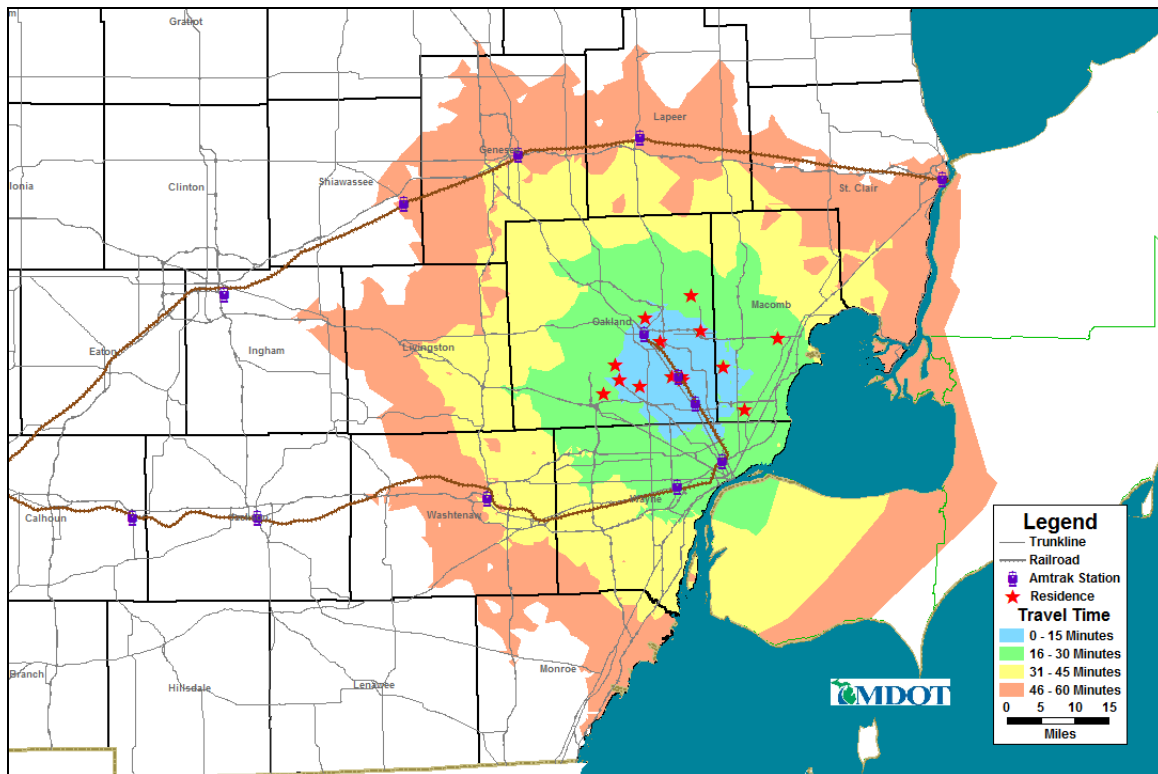- Personal Business: 4%
- Vacation: 19%

Passenger Demographic Profile:
- Female/Male Split: 55% / 45%
- Median Age: 34.6
- Median Household Income: $53,700
- Employed Full-Time: 38%
- Retired: 12%
- Student: 30%
- Michigan Resident: 62%

Note: Combined survey results for rail passengers that reported boarding or alighting at Battle Creek. Residential location of rail passengers that used the Battle Creek station shown based on home zip code information provided on survey. Each map symbol represents the home zip code of one or more survey respondent(s).

Source: 2011 Michigan DOT Intercity Passenger Rail Survey/Texas Transportation Institute Analysis

Residential Location of Rail Passengers

Legend
- Trunkline
- Railroad
- ■ Amtrak Station
- ★ Residence

Travel Time
- 0 - 15 Minutes
- 16 - 30 Minutes
- 31 - 45 Minutes
- 46 - 60 Minutes

0   5   10   15
Miles

Selected Rail Passenger Survey Results

Passenger Mode of Travel to/from Station:
- Private Vehicle: 94%
- Walk/Bicycle: 3%
- Taxi/Shuttle: 1%
- Local Transit: 1%
- Intercity Bus: 0%

Passenger Alternative Travel Mode:
- Airplane: 20%
- Intercity Bus: 9%
- Motor Vehicle: 64%
- Would Not Make Trip: 7%

Passenger Trip Purpose:
- Work Commute/Business Trip: 6%
- Going to/from School/University: 3%
- Entertainment/Shopping: 4%
- Visiting Friends/Family/Relatives: 60%
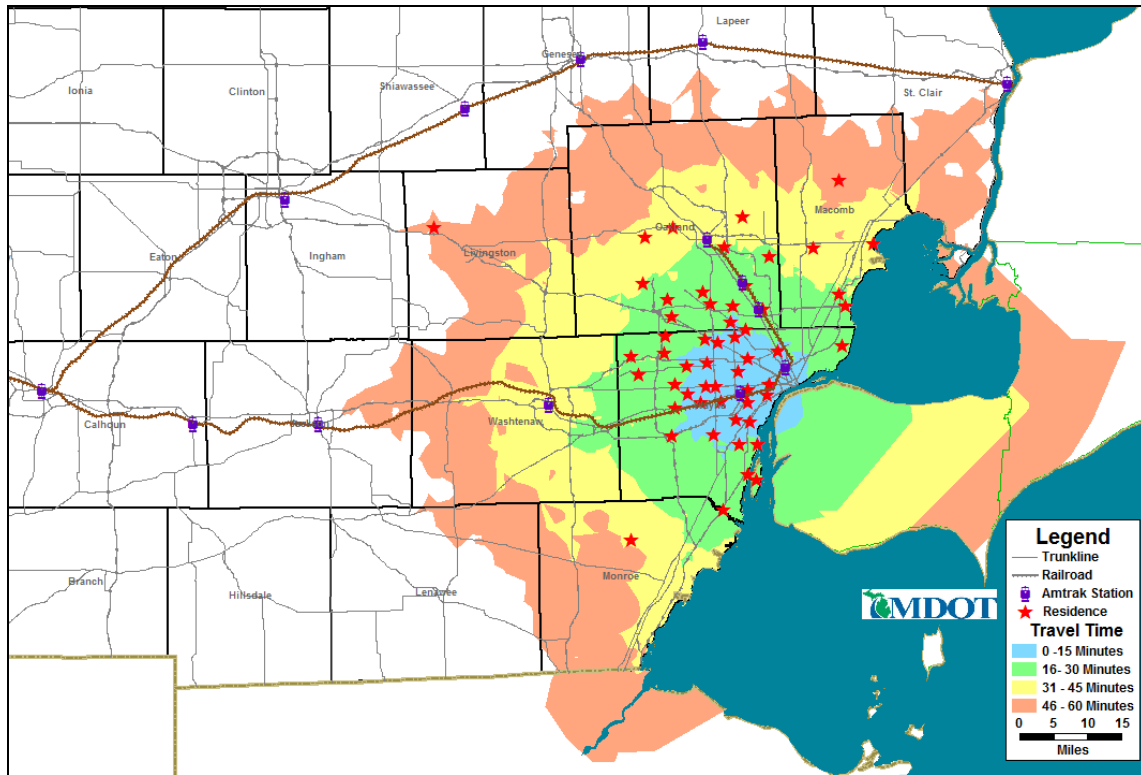- Personal Business: 11%
- Vacation: 16%

Passenger Demographic Profile:
- Female/Male Split: 61% / 39%
- Median Age: 44.4
- Median Household Income: $81,300
- Employed Full-Time: 54%
- Retired: 3%
- Student: 21%
- Michigan Resident: 65%

Note: Combined survey results for rail passengers that reported boarding or alighting at Birmingham. Residential location of rail passengers that used the Birmingham station shown based on home zip code information provided on survey. Each map symbol represents the home zip code of one or more survey respondent(s).
Source: 2011 Michigan DOT Intercity Passenger Rail Survey/Texas Transportation Institute Analysis

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DEARBORN

Residential Location of Rail Passengers

Selected Rail Passenger Survey Results

Passenger Mode of Travel to/from Station:
- Private Vehicle: 93%
- Walk/Bicycle: 1%
- Taxi/Shuttle: 5%
- Local Transit: 1%
- Intercity Bus: 0%

Passenger Alternative Travel Mode:
- Airplane: 25%
- Intercity Bus: 10%
- Motor Vehicle: 58%
- Would Not Make Trip: 7%

Passenger Trip Purpose:
- Work Commute/Business Trip: 13%
- Going to/from School/University: 4%
- Entertainment/Shopping: 7%
- Visiting Friends/Family/Relatives: 50%
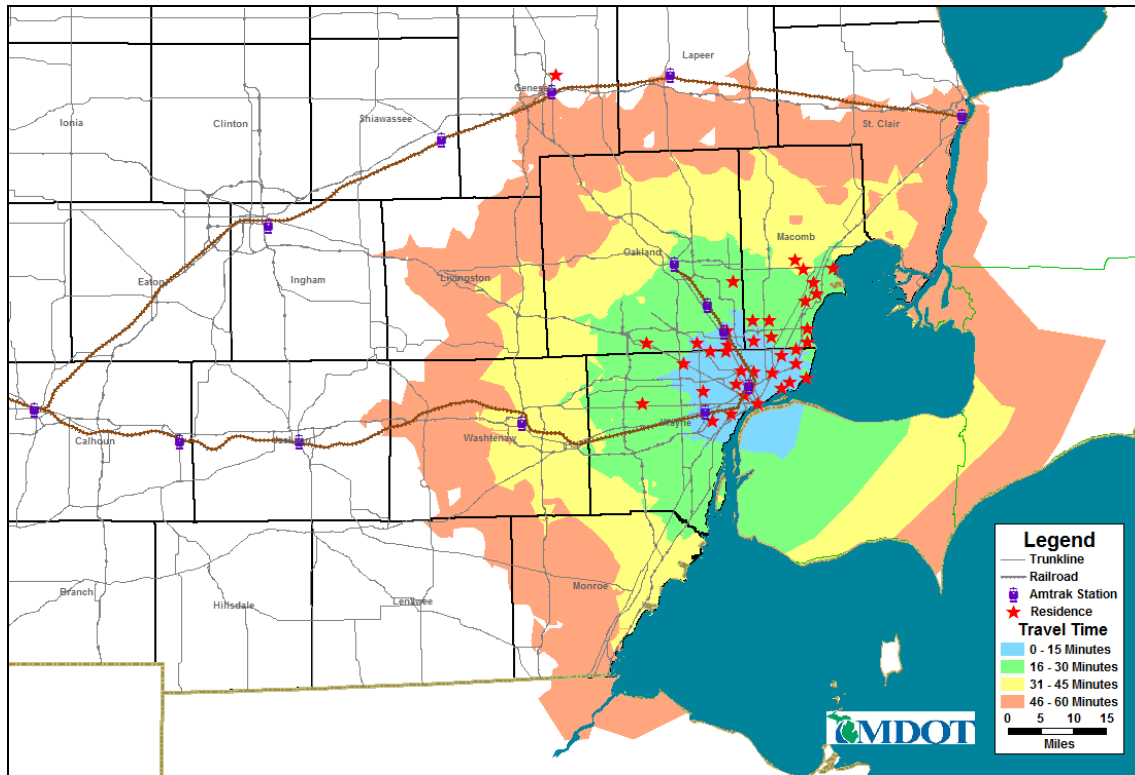- Personal Business: 10%
- Vacation: 16%

Passenger Demographic Profile:
- Female/Male Split: 64% / 36%
- Median Age: 43.1
- Median Household Income: $58,400
- Employed Full-Time: 47%
- Retired: 17%
- Student: 16%
- Michigan Resident: 68%

Note: Combined survey results for rail passengers that reported boarding or alighting at Dearborn. Residential location of rail passengers that used the Dearborn station shown based on home zip code information provided on survey. Each map symbol represents the home zip code of one or more survey respondent(s).

Source: 2011 Michigan DOT Intercity Passenger Rail Survey/Texas Transportation Institute Analysis

Residential Location of Rail Passengers

Selected Rail Passenger Survey Results

Passenger Mode of Travel to/from Station:
- Private Vehicle: 85%
- Walk/Bicycle: 3%
- Taxi/Shuttle: 8%
- Local Transit: 4%
- Intercity Bus: 1%

Passenger Alternative Travel Mode:
- Airplane: 23%
- Intercity Bus: 20%
- Motor Vehicle: 50%
- Would Not Make Trip: 7%

Passenger Trip Purpose:
- Work Commute/Business Trip: 8%
- Going to/from School/University: 5%
- Entertainment/Shopping: 5%
- Visiting Friends/Family/Relatives: 57%
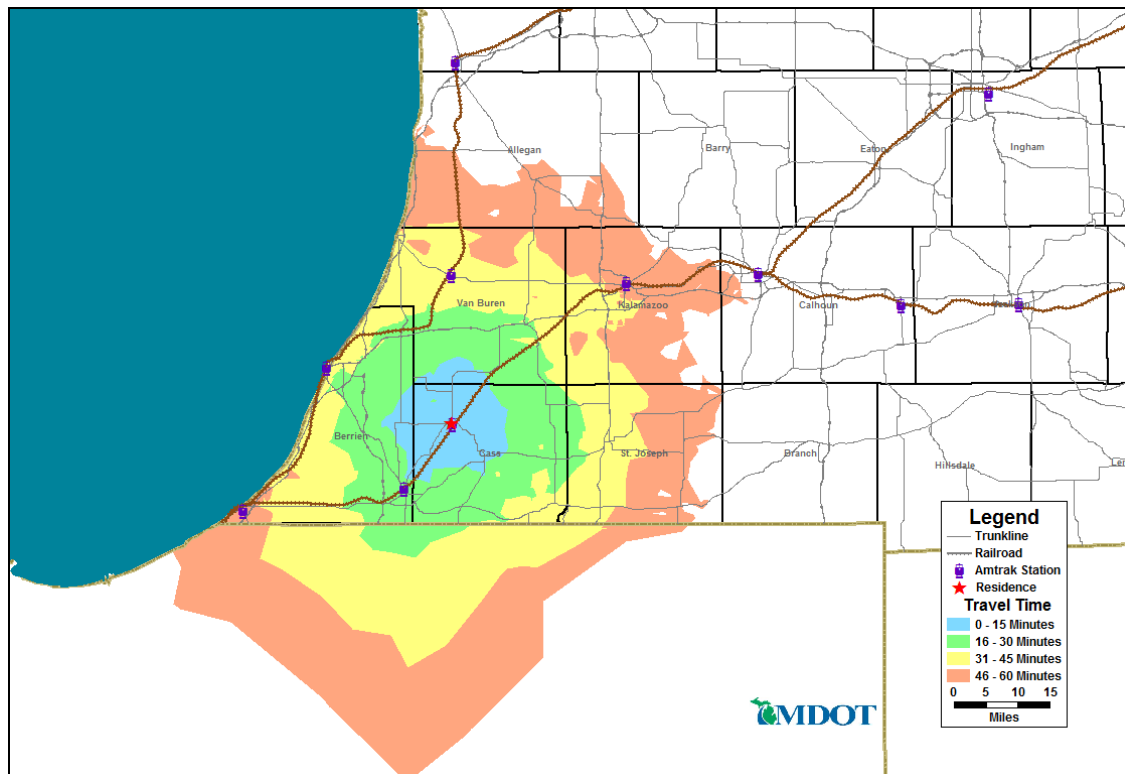- Personal Business: 9%
- Vacation: 16%

Passenger Demographic Profile:
- Female/Male Split: 62% / 38%
- Median Age: 36.6
- Median Household Income: $42,500
- Employed Full-Time: 38%
- Retired: 17%
- Student: 21%
- Michigan Resident: 65%

Note: Combined survey results for rail passengers that reported boarding or alighting at Detroit. Residential location of rail passengers that used the Detroit station shown based on home zip code information provided on survey. Each map symbol represents the home zip code of one or more survey respondent(s).

Source: 2011 Michigan DOT Intercity Passenger Rail Survey/Texas Transportation Institute Analysis

Residential Location of Rail Passengers

Legend
- Trunkline
- Railroad
- ▨ Amtrak Station
- ★ Residence

Travel Time
- 0 - 15 Minutes
- 16 - 30 Minutes
- 31 - 45 Minutes
- 46 - 60 Minutes

0   5   10   15
Miles

Selected Rail Passenger Survey Results

Passenger Mode of Travel to/from Station:
- Private Vehicle: 80%
- Walk/Bicycle: 20%
- Taxi/Shuttle: 0%
- Local Transit: 0%
- Intercity Bus: 0%

Passenger Alternative Travel Mode:
- Airplane: 0%
- Intercity Bus: 0%
- Motor Vehicle: 80%
- Would Not Make Trip: 20%

Passenger Trip Purpose:
- Work Commute/Business Trip: 25%
- Going to/from School/University: 0%
- Entertainment/Shopping: 0%
- Visiting Friends/Family/Relatives: 50%
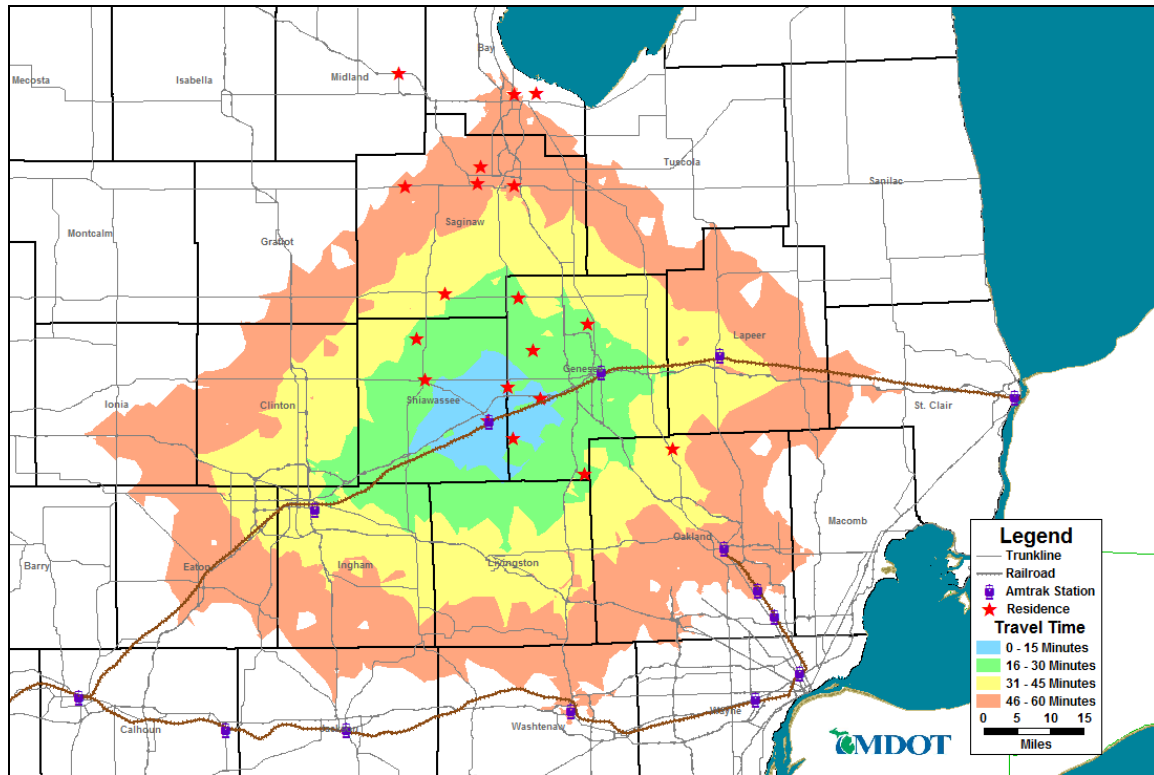- Personal Business: 0%
- Vacation: 25%

Passenger Demographic Profile:
- Female/Male Split: 60% / 40%
- Median Age: N/A
- Median Household Income: $62,500
- Employed Full-Time: 60%
- Retired: 0%
- Student: 0%
- Michigan Resident: 50%

Note: Combined survey results for rail passengers that reported boarding or alighting at Dowagiac. Residential location of rail passengers that used the Dowagiac station shown based on home zip code information provided on survey. Each map symbol represents the home zip code of one or more survey respondent(s).

Source: 2011 Michigan DOT Intercity Passenger Rail Survey/Texas Transportation Institute Analysis

Residential Location of Rail Passengers

Selected Rail Passenger Survey Results

Passenger Mode of Travel to/from Station:
- Private Vehicle: 100%
- Walk/Bicycle: 0%
- Taxi/Shuttle: 0%
- Local Transit: 0%
- Intercity Bus: 0%

Passenger Alternative Travel Mode:
- Airplane: 20%
- Intercity Bus: 5%
- Motor Vehicle: 68%
- Would Not Make Trip: 8%

Passenger Trip Purpose:
- Work Commute/Business Trip: 5%
- Going to/from School/University: 0%
- Entertainment/Shopping: 5%
- Visiting Friends/Family/Relatives: 37%
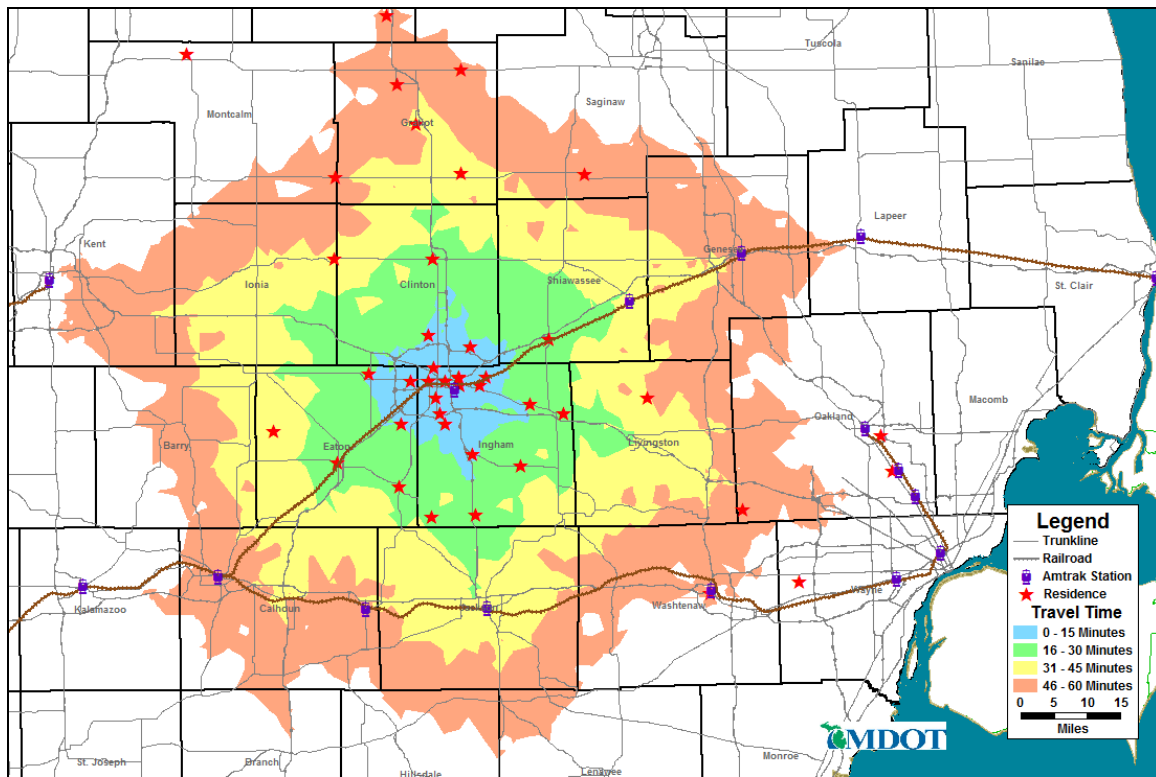- Personal Business: 5%
- Vacation: 47%

Passenger Demographic Profile:
- Female/Male Split: 67% / 33%
- Median Age: 40.7
- Median Household Income: $75,000
- Employed Full-Time: 54%
- Retired: 13%
- Student: 13%
- Michigan Resident: 87%

Note: Combined survey results for rail passengers that reported boarding or alighting at Durand. Residential location of rail passengers that used the Durand station shown based on home zip code information provided on survey. Each map symbol represents the home zip code of one or more survey respondent(s).

Source: 2011 Michigan DOT Intercity Passenger Rail Survey/Texas Transportation Institute Analysis

Residential Location of Rail Passengers

Legend
- Trunkline
- Railroad
- Amtrak Station
- Residence

Travel Time
- 0 - 15 Minutes
- 16 - 30 Minutes
- 31 - 45 Minutes
- 46 - 60 Minutes

0 5 10 15
Miles

Selected Rail Passenger Survey Results

Passenger Mode of Travel to/from Station:
- Private Vehicle: 90%
- Walk/Bicycle: 4%
- Taxi/Shuttle: 2%
- Local Transit: 3%
- Intercity Bus: 0%

Passenger Alternative Travel Mode:
- Airplane: 10%
- Intercity Bus: 12%
- Motor Vehicle: 70%
- Would Not Make Trip: 8%

Passenger Trip Purpose:
- Work Commute/Business Trip: 21%
- Going to/from School/University: 9%
- Entertainment/Shopping: 3%
- Visiting Friends/Family/Relatives: 31%
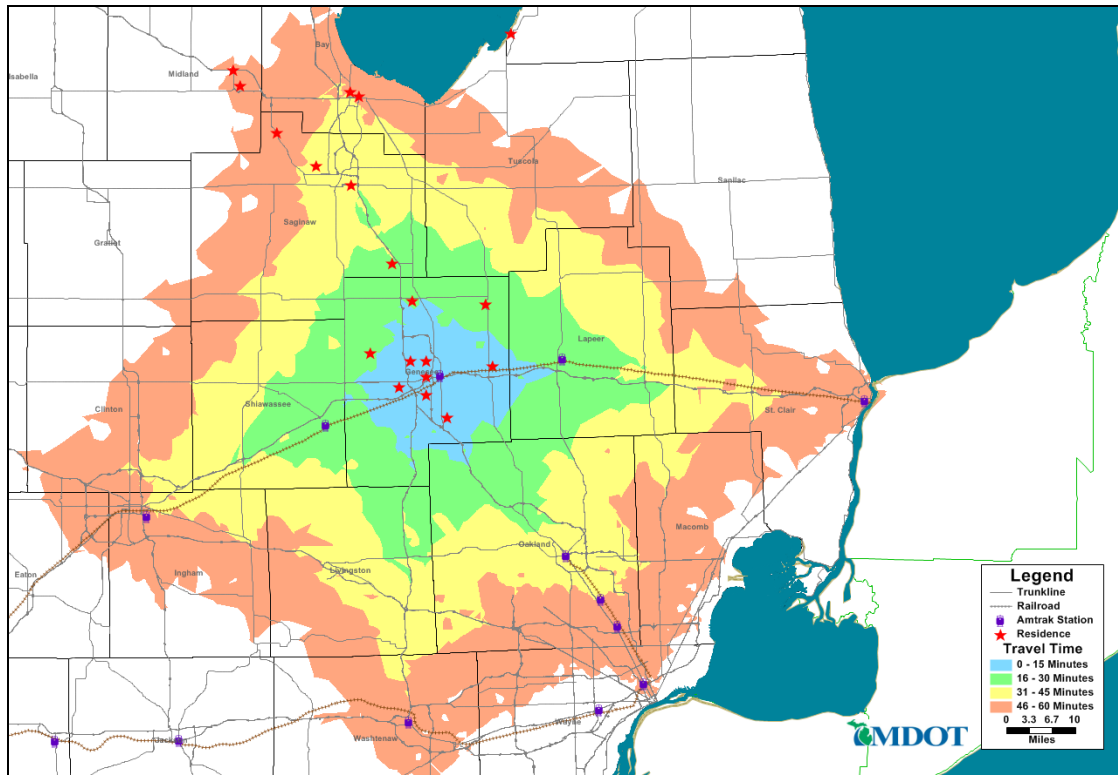- Personal Business: 7%
- Vacation: 29%

Passenger Demographic Profile:
- Female/Male Split: 67% / 33%
- Median Age: 31.8
- Median Household Income: $58,500
- Employed Full-Time: 38%
- Retired: 11%
- Student: 36%
- Michigan Resident: 88%

Note: Combined survey results for rail passengers that reported boarding or alighting at East Lansing. Residential location of rail passengers that used the East Lansing station shown based on home zip code information provided on survey. Each map symbol represents the home zip code of one or more survey respondent(s).

Source: 2011 Michigan DOT Intercity Passenger Rail Survey/Texas Transportation Institute Analysis

Residential Location of Rail Passengers

Legend
- Trunkline
- Railroad
- Amtrak Station
- Residence

Travel Time
- 0 - 15 Minutes
- 16 - 30 Minutes
- 31 - 45 Minutes
- 46 - 60 Minutes

0 3.3 6.7 10
Miles

Selected Rail Passenger Survey Results

Passenger Mode of Travel to/from Station:
- Private Vehicle: 97%
- Walk/Bicycle: 0%
- Taxi/Shuttle: 2%
- Local Transit: 1%
- Intercity Bus: 0%

Passenger Alternative Travel Mode:
- Airplane: 19%
- Intercity Bus: 9%
- Motor Vehicle: 71%
- Would Not Make Trip: 1%

Passenger Trip Purpose:
- Work Commute/Business Trip: 3%
- Going to/from School/University: 0%
- Entertainment/Shopping: 6%
- Visiting Friends/Family/Relatives: 27%
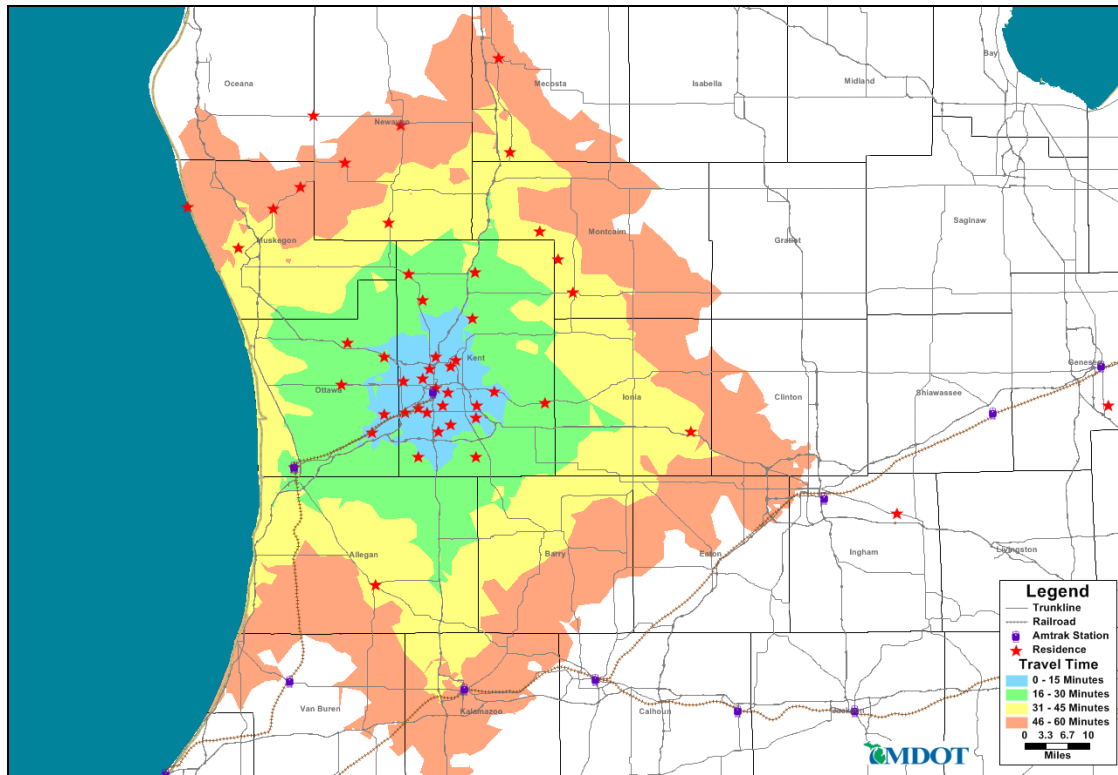- Personal Business: 9%
- Vacation: 56%

Passenger Demographic Profile:
- Female/Male Split: 71% / 29%
- Median Age: 40.9
- Median Household Income: $60,700
- Employed Full-Time: 53%
- Retired: 13%
- Student: 12%
- Michigan Resident: 87%

Note: Combined survey results for rail passengers that reported boarding or alighting at Flint. Residential location of rail passengers that used the Flint station shown based on home zip code information provided on survey. Each map symbol represents the home zip code of one or more survey respondent(s).

Source: 2011 Michigan DOT Intercity Passenger Rail Survey/Texas Transportation Institute Analysis

Residential Location of Rail Passengers

Selected Rail Passenger Survey Results

Passenger Mode of Travel to/from Station:

- Private Vehicle: 92%
- Walk/Bicycle: 1%
- Taxi/Shuttle: 6%
- Local Transit: 0%
- Intercity Bus: 1%

Passenger Alternative Travel Mode:

- Airplane: 20%
- Intercity Bus: 9%
- Motor Vehicle: 64%
- Would Not Make Trip: 7%

Passenger Trip Purpose:

- Work Commute/Business Trip: 13%
- Going to/from School/University: 2%
- Entertainment/Shopping: 8%
- Visiting Friends/Family/Relatives: 36%
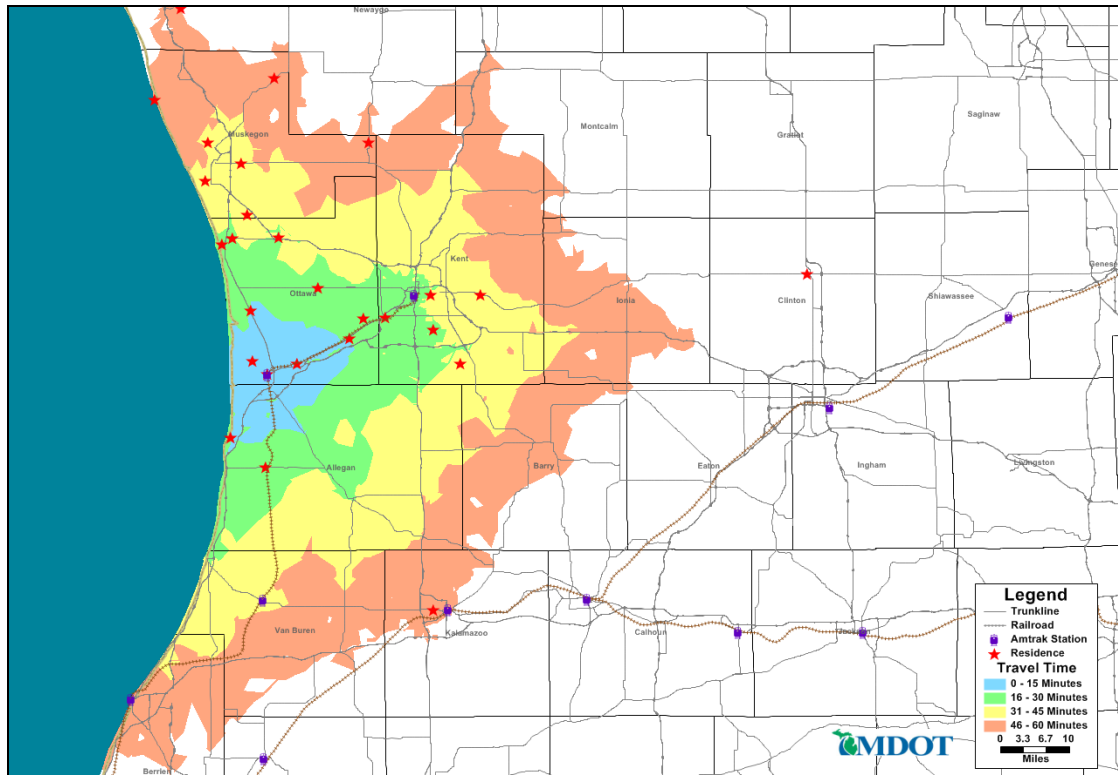- Personal Business: 3%
- Vacation: 37%

Passenger Demographic Profile:

- Female/Male Split: 60% / 40%
- Median Age: 36.9
- Median Household Income: $65,200
- Employed Full-Time: 46%
- Retired: 9%
- Student: 21%
- Michigan Resident: 88%

Note: Combined survey results for rail passengers that reported boarding or alighting at Grand Rapids. Residential location of rail passengers that used the Grand Rapids station shown based on home zip code information provided on survey. Each map symbol represents the home zip code of one or more survey respondent(s).

Source: 2011 Michigan DOT Intercity Passenger Rail Survey/Texas Transportation Institute Analysis

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Residential Location of Rail Passengers

Selected Rail Passenger Survey Results

Passenger Mode of Travel to/from Station:
- Private Vehicle: 97%
- Walk/Bicycle: 2%
- Taxi/Shuttle: 1%
- Local Transit: 1%
- Intercity Bus: 0%

Passenger Alternative Travel Mode:
- Airplane: 24%
- Intercity Bus: 3%
- Motor Vehicle: 62%
- Would Not Make Trip: 11%

Passenger Trip Purpose:
- Work Commute/Business Trip: 6%
- Going to/from School/University: 0%
- Entertainment/Shopping: 4%
- Visiting Friends/Family/Relatives: 27%
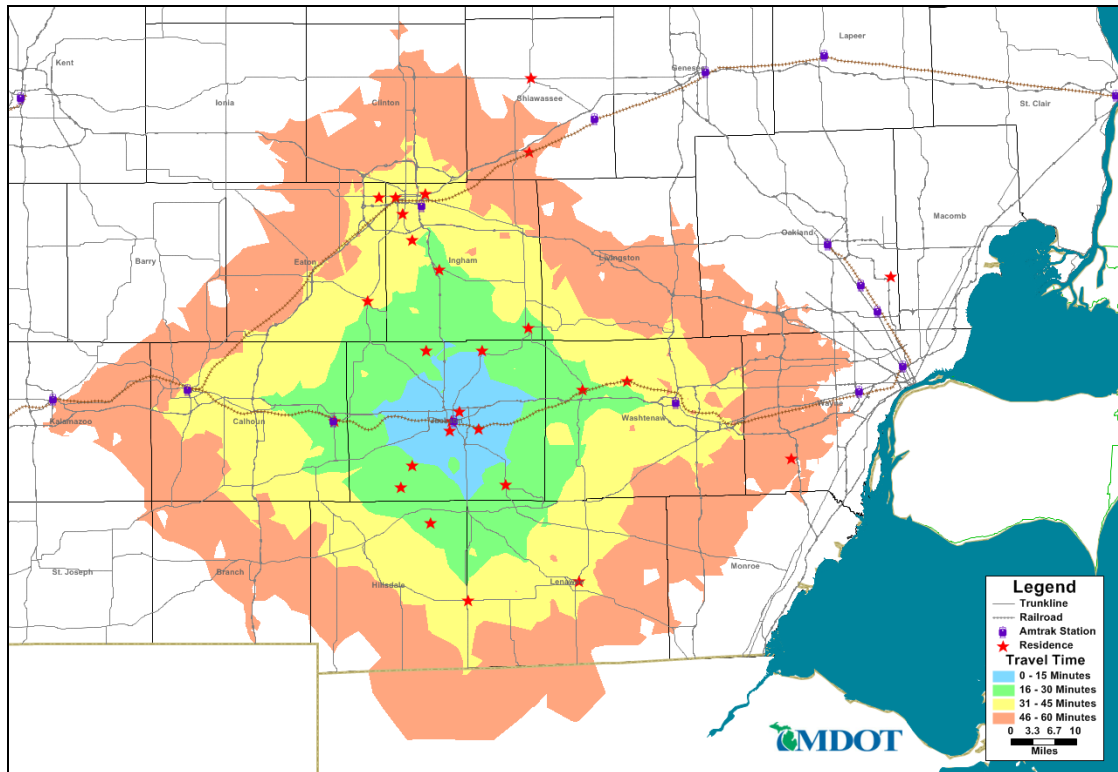- Personal Business: 2%
- Vacation: 60%

Passenger Demographic Profile:
- Female/Male Split: 48% / 52%
- Median Age: 40.4
- Median Household Income: $82,300
- Employed Full-Time: 47%
- Retired: 10%
- Student: 23%
- Michigan Resident: 89%

Note: Combined survey results for rail passengers that reported boarding or alighting at Holland. Residential location of rail passengers that used the Holland station shown based on home zip code information provided on survey. Each map symbol represents the home zip code of one or more survey respondent(s).
Source: 2011 Michigan DOT Intercity Passenger Rail Survey/Texas Transportation Institute Analysis

Residential Location of Rail Passengers

Selected Rail Passenger Survey Results

Passenger Mode of Travel to/from Station:

- Private Vehicle: 98%
- Walk/Bicycle: 1%
- Taxi/Shuttle: 1%
- Local Transit: 0%
- Intercity Bus: 0%

Passenger Alternative Travel Mode:

- Airplane: 15%
- Intercity Bus: 5%
- Motor Vehicle: 68%
- Would Not Make Trip: 12%

Passenger Trip Purpose:

- Work Commute/Business Trip: 19%
- Going to/from School/University: 1%
- Entertainment/Shopping: 8%
- Visiting Friends/Family/Relatives: 39%
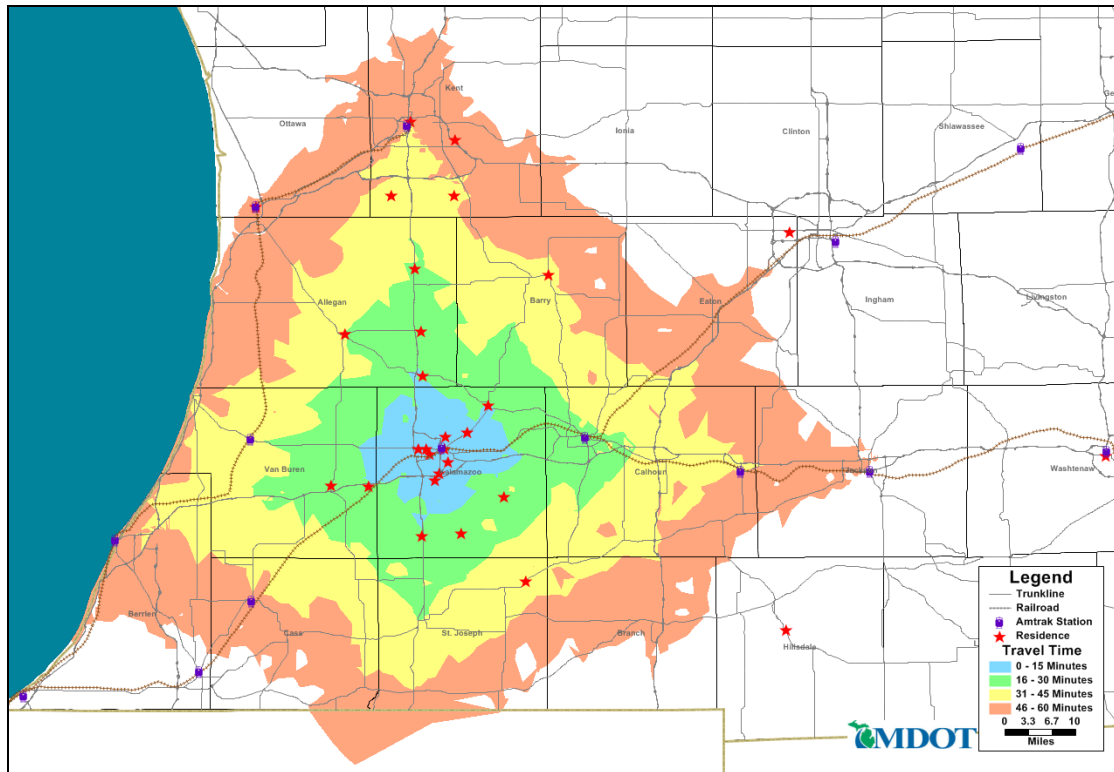- Personal Business: 1%
- Vacation: 31%

Passenger Demographic Profile:

- Female/Male Split: 72% / 28%
- Median Age: 42.0
- Median Household Income: $57,300
- Employed Full-Time: 49%
- Retired: 14%
- Student: 12%
- Michigan Resident: 83%

Note: Combined survey results for rail passengers that reported boarding or alighting at Jackson. Residential location of rail passengers that used the Jackson station shown based on home zip code information provided on survey. Each map symbol represents the home zip code of one or more survey respondent(s).

Source: 2011 Michigan DOT Intercity Passenger Rail Survey/Texas Transportation Institute Analysis

Residential Location of Rail Passengers

Selected Rail Passenger Survey Results

Passenger Mode of Travel to/from Station:

- Private Vehicle: 78%
- Walk/Bicycle: 7%
- Taxi/Shuttle: 7%
- Local Transit: 8%
- Intercity Bus: 0%

Passenger Alternative Travel Mode:

- Airplane: 8%
- Intercity Bus: 14%
- Motor Vehicle: 67%
- Would Not Make Trip: 10%

Passenger Trip Purpose:

- Work Commute/Business Trip: 11%
- Going to/from School/University: 12%
- Entertainment/Shopping: 5%
- Visiting Friends/Family/Relatives: 55%
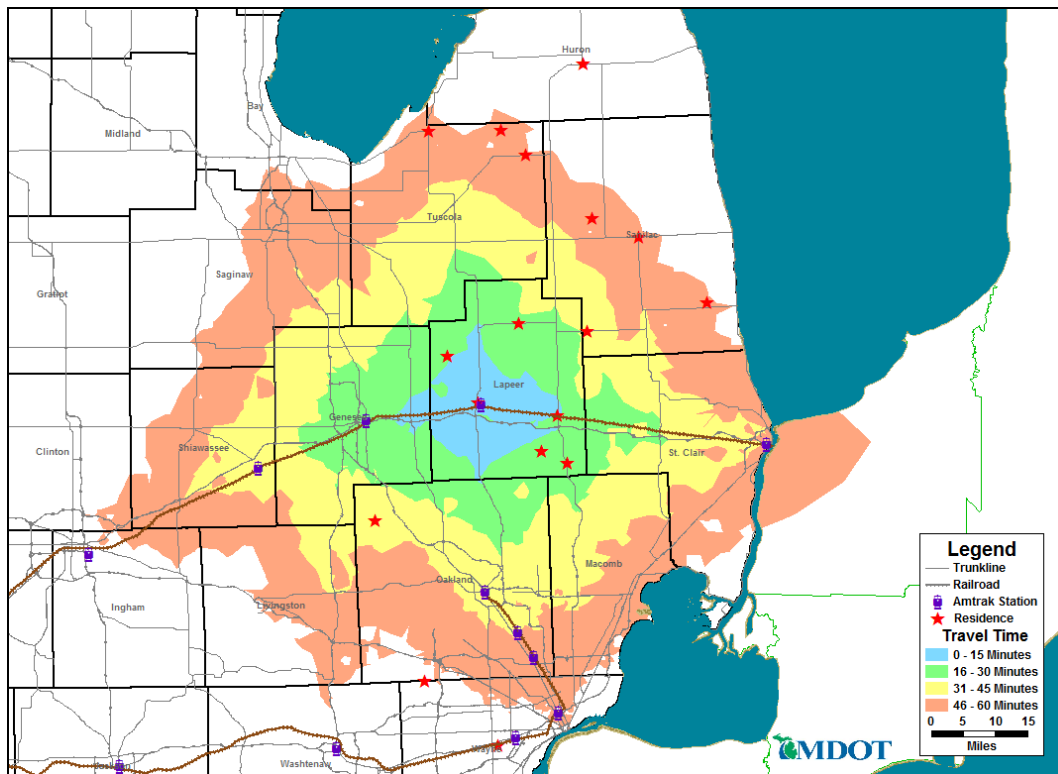- Personal Business: 5%
- Vacation: 12%

Passenger Demographic Profile:

- Female/Male Split: 64% / 36%
- Median Age: 29.2
- Median Household Income: $59,600
- Employed Full-Time: 37%
- Retired: 7%
- Student: 36%
- Michigan Resident: 78%

Note: Combined survey results for rail passengers that reported boarding or alighting at Kalamazoo. Residential location of rail passengers that used the Kalamazoo station shown based on home zip code information provided on survey. Each map symbol represents the home zip code of one or more survey respondent(s).

Source: 2011 Michigan DOT Intercity Passenger Rail Survey/Texas Transportation Institute Analysis

Residential Location of Rail Passengers

Legend
- Trunkline
- Railroad
- Amtrak Station
- Residence

Travel Time
- 0 - 15 Minutes
- 16 - 30 Minutes
- 31 - 45 Minutes
- 46 - 60 Minutes

0   5   10   15
Miles

Selected Rail Passenger Survey Results

Passenger Mode of Travel to/from Station:
- Private Vehicle: 100%
- Walk/Bicycle: 0%
- Taxi/Shuttle: 0%
- Local Transit: 0%
- Intercity Bus: 0%

Passenger Alternative Travel Mode:
- Airplane: 12%
- Intercity Bus: 0%
- Motor Vehicle: 85%
- Would Not Make Trip: 3%

Passenger Trip Purpose:
- Work Commute/Business Trip: 0%
- Going to/from School/University: 3%
- Entertainment/Shopping: 21%
- Visiting Friends/Family/Relatives: 9%
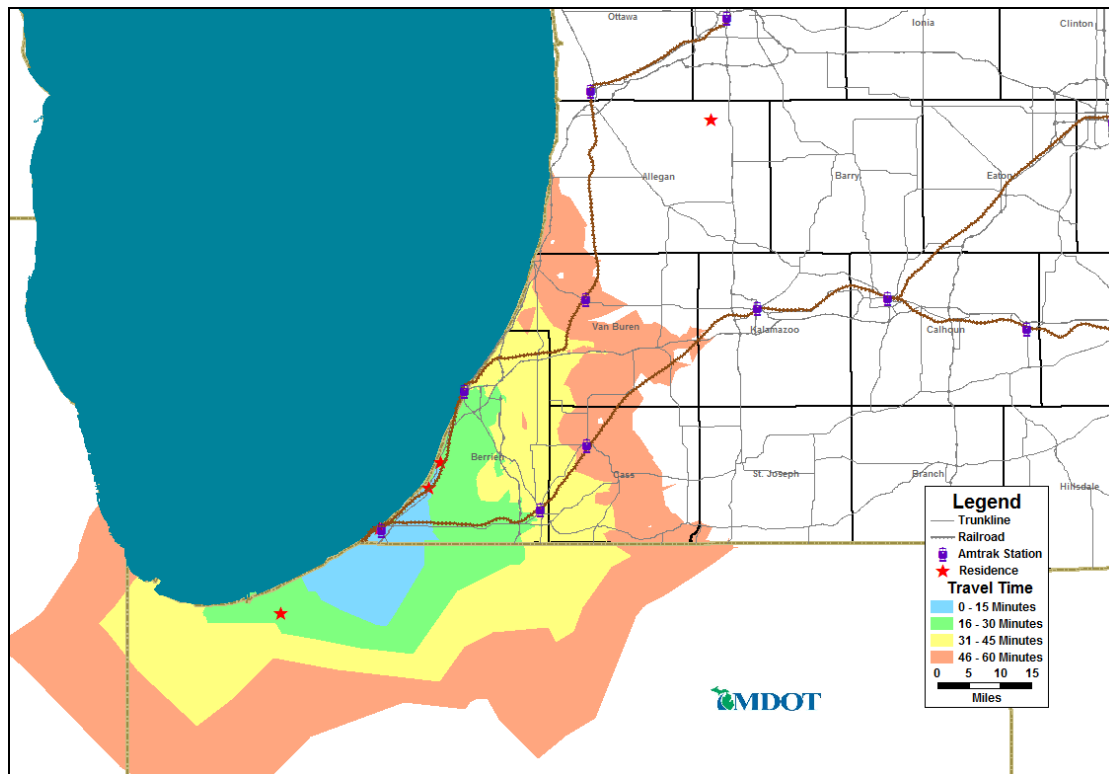- Personal Business: 0%
- Vacation: 67%

Passenger Demographic Profile:
- Female/Male Split: 73% / 27%
- Median Age: 35.0
- Median Household Income: $70,800
- Employed Full-Time: 58%
- Retired: 6%
- Student: 16%
- Michigan Resident: 100%

Note: Combined survey results for rail passengers that reported boarding or alighting at Lapeer. Residential location of rail passengers that used the Lapeer station shown based on home zip code information provided on survey. Each map symbol represents the home zip code of one or more survey respondent(s).

Source: 2011 Michigan DOT Intercity Passenger Rail Survey/Texas Transportation Institute Analysis

Residential Location of Rail Passengers

Selected Rail Passenger Survey Results

Passenger Mode of Travel to/from Station:

- Private Vehicle: 92%
- Walk/Bicycle: 4%
- Taxi/Shuttle: 4%
- Local Transit: 0%
- Intercity Bus: 0%

Passenger Alternative Travel Mode:

- Airplane: 13%
- Intercity Bus: 13%
- Motor Vehicle: 70%
- Would Not Make Trip: 4%

Passenger Trip Purpose:

- Work Commute/Business Trip: 10%
- Going to/from School/University: 15%
- Entertainment/Shopping: 10%
- Visiting Friends/Family/Relatives: 25%
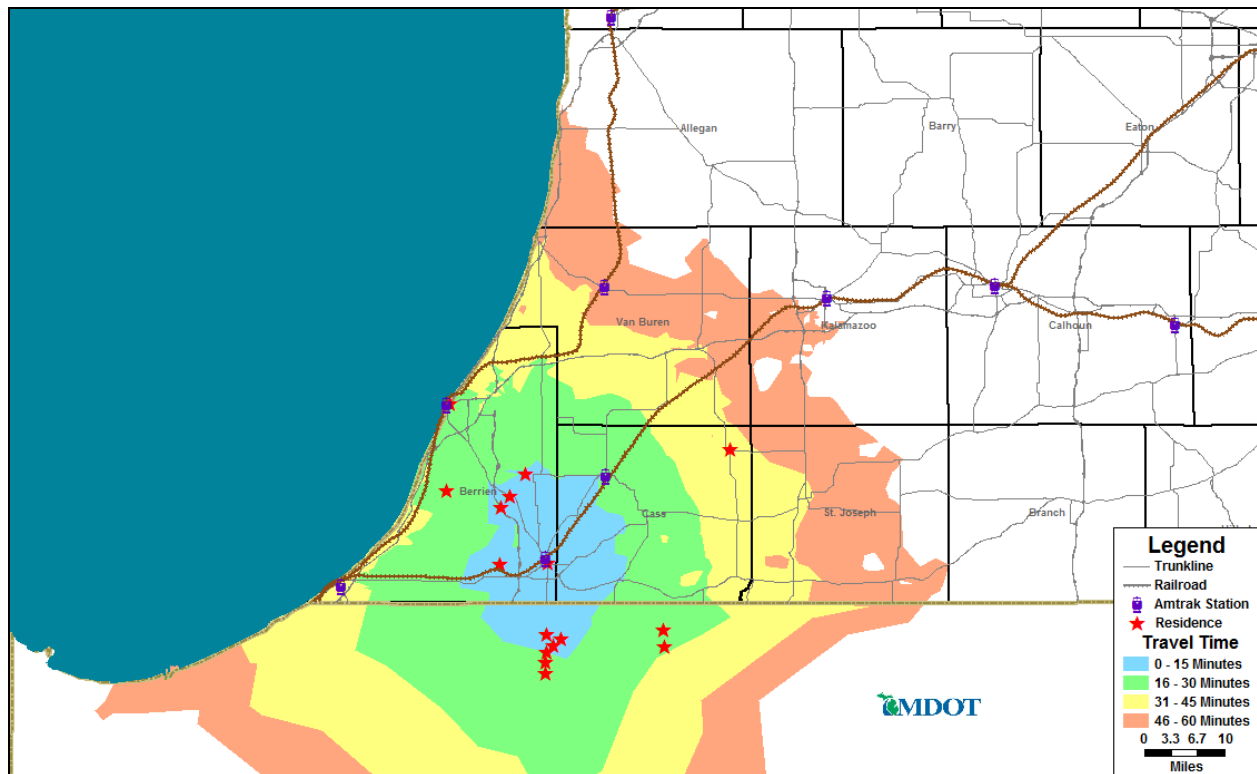- Personal Business: 10%
- Vacation: 30%

Passenger Demographic Profile:

- Female/Male Split: 82% / 18%
- Median Age: 31.0
- Median Household Income: $46,300
- Employed Full-Time: 59%
- Retired: 5%
- Student: 27%
- Michigan Resident: 64%

Note: Combined survey results for rail passengers that reported boarding or alighting at New Buffalo. Residential location of rail passengers that used the New Buffalo station shown based on home zip code information provided on survey. Each map symbol represents the home zip code of one or more survey respondent(s).

Source: 2011 Michigan DOT Intercity Passenger Rail Survey/Texas Transportation Institute Analysis

Residential Location of Rail Passengers

Selected Rail Passenger Survey Results

Passenger Mode of Travel to/from Station:
- Private Vehicle: 94%
- Walk/Bicycle: 2%
- Taxi/Shuttle: 4%
- Local Transit: 0%
- Intercity Bus: 0%

Passenger Alternative Travel Mode:
- Airplane: 4%
- Intercity Bus: 8%
- Motor Vehicle: 88%
- Would Not Make Trip: 0%

Passenger Trip Purpose:
- Work Commute/Business Trip: 8%
- Going to/from School/University: 12%
- Entertainment/Shopping: 2%
- Visiting Friends/Family/Relatives: 67%
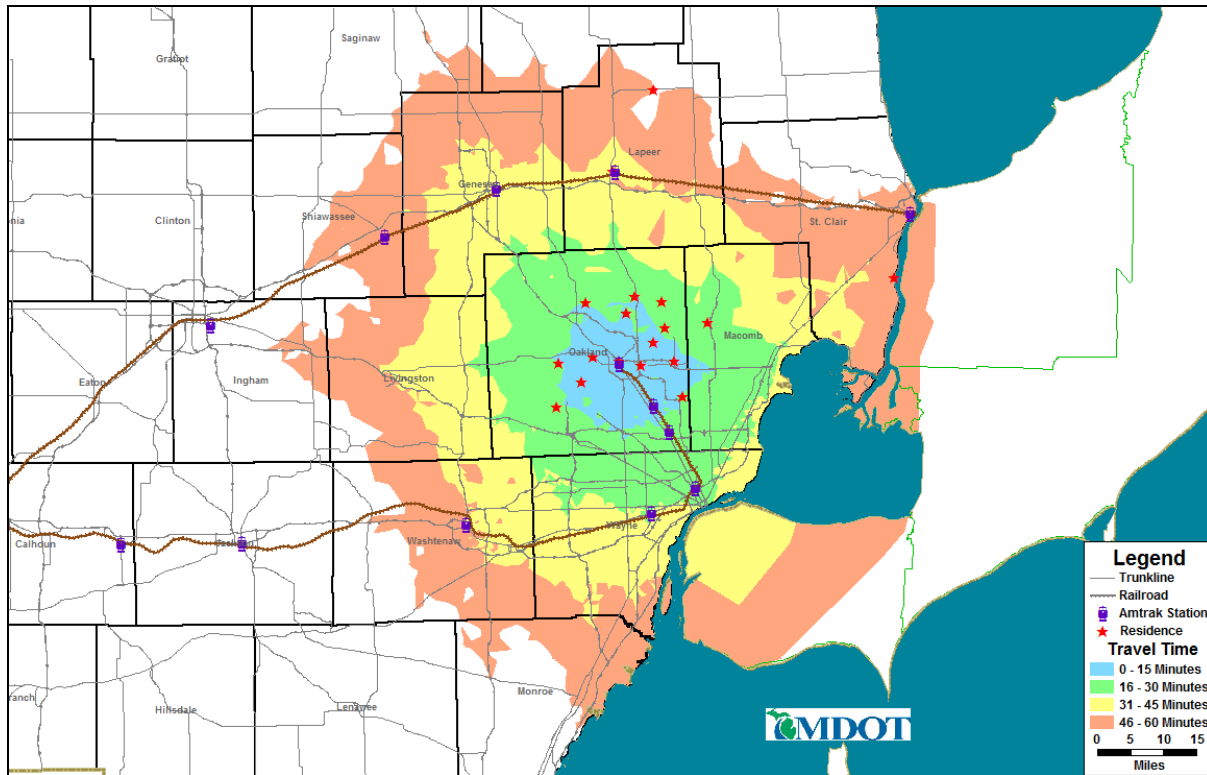- Personal Business: 2%
- Vacation: 8%

Passenger Demographic Profile:
- Female/Male Split: 62% / 38%
- Median Age: 44.3
- Median Household Income: $42,900
- Employed Full-Time: 41%
- Retired: 16%
- Student: 24%
- Michigan Resident: 63%

Note: Combined survey results for rail passengers that reported boarding or alighting at Niles. Residential location of rail passengers that used the Niles station shown based on home zip code information provided on survey. Each map symbol represents the home zip code of one or more survey respondent(s).
Source: 2011 Michigan DOT Intercity Passenger Rail Survey/Texas Transportation Institute Analysis

Residential Location of Rail Passengers

Selected Rail Passenger Survey Results

Passenger Mode of Travel to/from Station:

- Private Vehicle: 93%
- Walk/Bicycle: 2%
- Taxi/Shuttle: 5%
- Local Transit: 0%
- Intercity Bus: 0%

Passenger Alternative Travel Mode:

- Airplane: 16%
- Intercity Bus: 17%
- Motor Vehicle: 48%
- Would Not Make Trip: 19%

Passenger Trip Purpose:

- Work Commute/Business Trip: 21%
- Going to/from School/University: 8%
- Entertainment/Shopping: 4%
- Visiting Friends/Family/Relatives: 54%
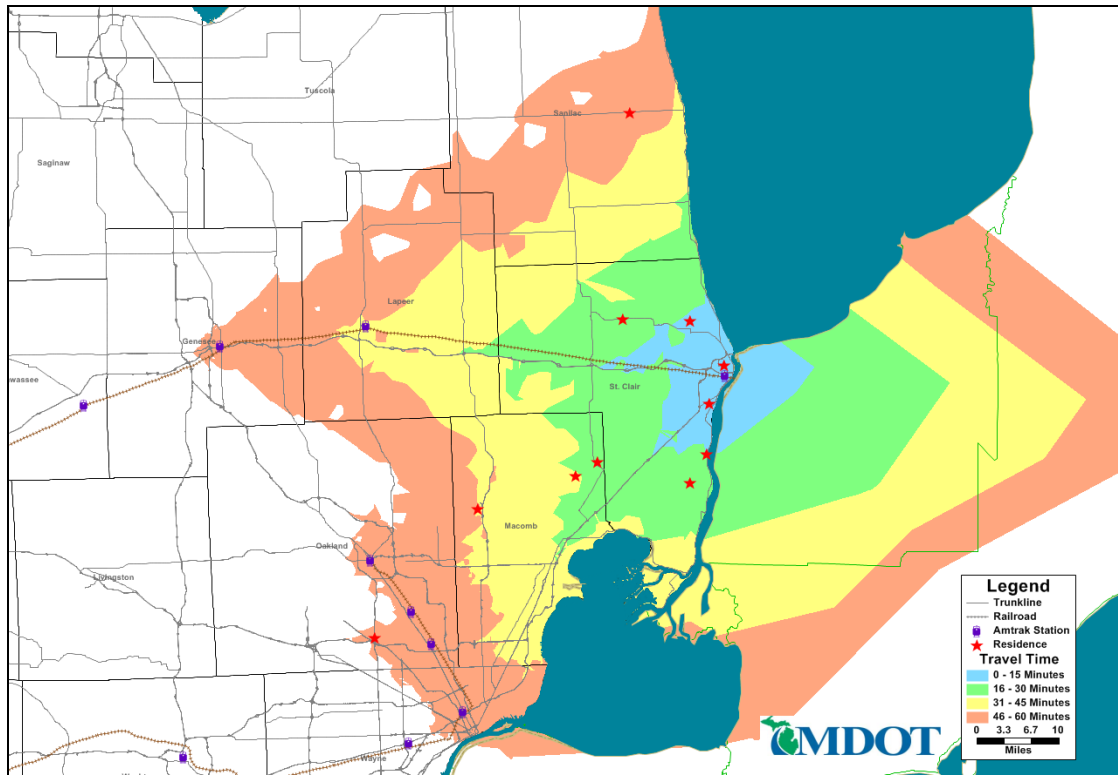- Personal Business: 2%
- Vacation: 10%

Passenger Demographic Profile:

- Female/Male Split: 61% / 39%
- Median Age: 42.0
- Median Household Income: $59,400
- Employed Full-Time: 40%
- Retired: 15%
- Student: 15%
- Michigan Resident: 68%

Note: Combined survey results for rail passengers that reported boarding or alighting at Pontiac. Residential location of rail passengers that used the Pontiac station shown based on home zip code information provided on survey. Each map symbol represents the home zip code of one or more survey respondent(s).

Source: 2011 Michigan DOT Intercity Passenger Rail Survey/Texas Transportation Institute Analysis

Residential Location of Rail Passengers

Selected Rail Passenger Survey Results

Passenger Mode of Travel to/from Station:

- Private Vehicle: 95%
- Walk/Bicycle: 0%
- Taxi/Shuttle: 5%
- Local Transit: 0%
- Intercity Bus: 0%

Passenger Alternative Travel Mode:

- Airplane: 13%
- Intercity Bus: 8%
- Motor Vehicle: 62%
- Would Not Make Trip: 18%

Passenger Trip Purpose:

- Work Commute/Business Trip: 21%
- Going to/from School/University: 13%
- Entertainment/Shopping: 0%
- Visiting Friends/Family/Relatives: 37%
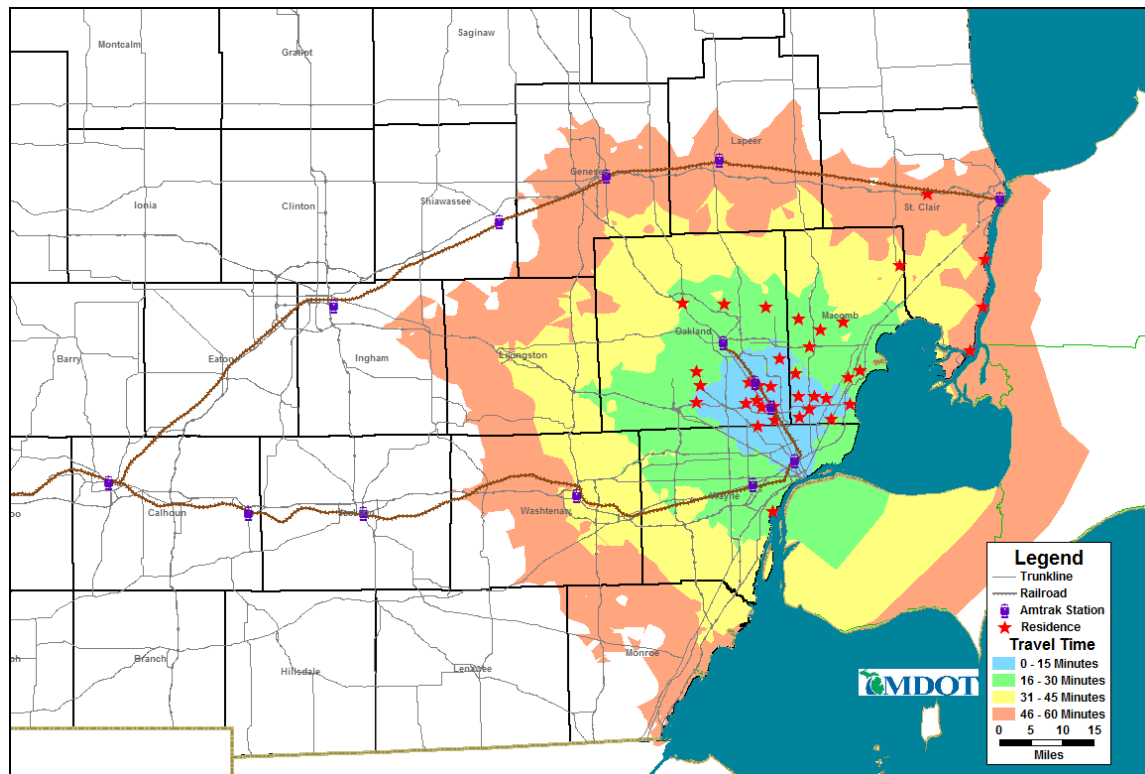- Personal Business: 5%
- Vacation: 24%

Passenger Demographic Profile:

- Female/Male Split: 62% / 38%
- Median Age: 34.2
- Median Household Income: $58,900
- Employed Full-Time: 42%
- Retired: 8%
- Student: 26%
- Michigan Resident: 96%

Note: Combined survey results for rail passengers that reported boarding or alighting at Port Huron. Residential location of rail passengers that used the Port Huron station shown based on home zip code information provided on survey. Each map symbol represents the home zip code of one or more survey respondent(s).

Source: 2011 Michigan DOT Intercity Passenger Rail Survey/Texas Transportation Institute Analysis

Residential Location of Rail Passengers

Selected Rail Passenger Survey Results

Passenger Mode of Travel to/from Station:

- Private Vehicle: 88%
- Walk/Bicycle: 5%
- Taxi/Shuttle: 4%
- Local Transit: 3%
- Intercity Bus: 0%

Passenger Trip Purpose:

- Work Commute/Business Trip: 14%
- Going to/from School/University: 4%
- Entertainment/Shopping: 5%
- Visiting Friends/Family/Relatives: 56%
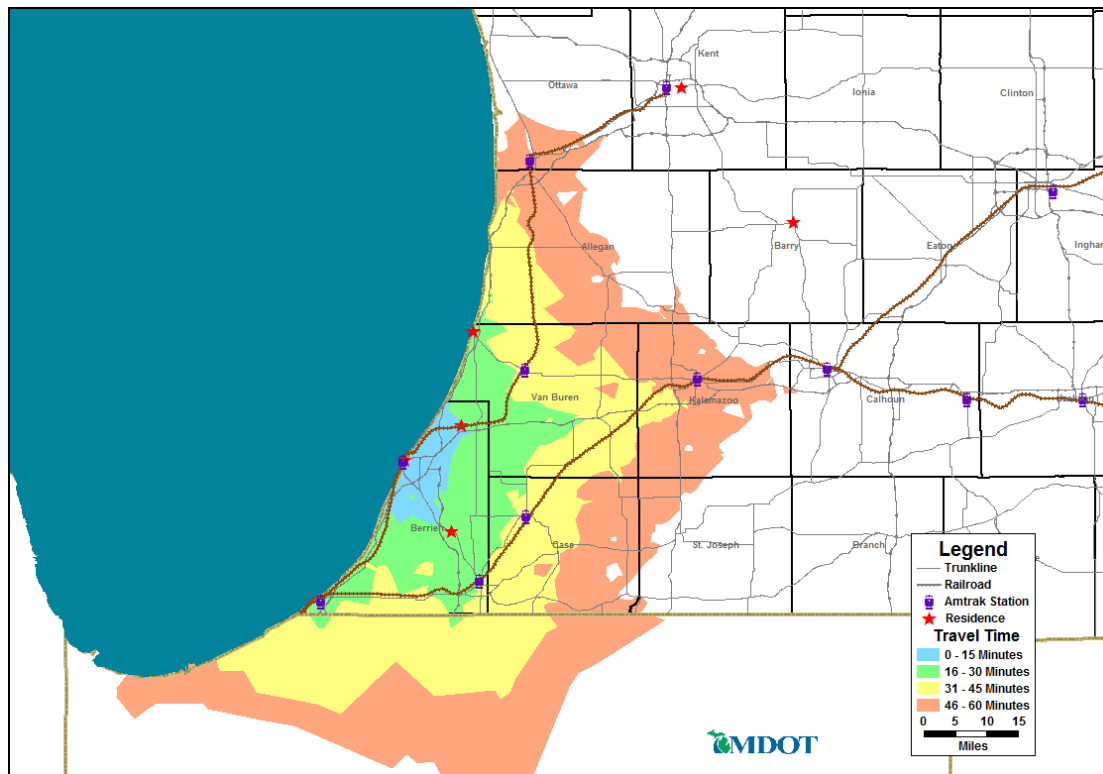- Personal Business: 9%
- Vacation: 12%

Passenger Alternative Travel Mode:

- Airplane: 14%
- Intercity Bus: 9%
- Motor Vehicle: 73%
- Would Not Make Trip: 5%

Passenger Demographic Profile:

- Female/Male Split: 69% / 31%
- Median Age: 41.1
- Median Household Income: $67,900
- Employed Full-Time: 51%
- Retired: 6%
- Student: 17%
- Michigan Resident: 73%

Note: Combined survey results for rail passengers that reported boarding or alighting at Royal Oak. Residential location of rail passengers that used the Royal Oak station shown based on home zip code information provided on survey. Each map symbol represents the home zip code of one or more survey respondent(s).

Source: 2011 Michigan DOT Intercity Passenger Rail Survey/Texas Transportation Institute Analysis

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ST. JOSEPH/BENTON HARBOR

Residential Location of Rail Passengers

Selected Rail Passenger Survey Results

Passenger Mode of Travel to/from Station:
- Private Vehicle: 92%
- Walk/Bicycle: 8%
- Taxi/Shuttle: 0%
- Local Transit: 0%
- Intercity Bus: 0%

Passenger Alternative Travel Mode:
- Airplane: 0%
- Intercity Bus: 4%
- Motor Vehicle: 75%
- Would Not Make Trip: 21%

Passenger Trip Purpose:
- Work Commute/Business Trip: 8%
- Going to/from School/University: 0%
- Entertainment/Shopping: 23%
- Visiting Friends/Family/Relatives: 31%
- Personal Business: 4%
- Vacation: 35%

Passenger Demographic Profile:
- Female/Male Split: 62% / 38%
- Median Age: 40.0
- Median Household Income: $48,800
- Employed Full-Time: 52%
- Retired: 4%
- Student: 19%
- Michigan Resident: 85%

Note: Combined survey results for rail passengers that reported boarding or alighting at St. Joseph/Benton Harbor. Residential location of rail passengers that used the St. Joseph/Benton Harbor station shown based on home zip code information provided on survey. Each map symbol represents the home zip code of one or more survey respondent(s).

Source: 2011 Michigan DOT Intercity Passenger Rail Survey/Texas Transportation Institute Analysis

Additional Rail Passenger Survey Results

Selected Rail Passenger Survey Results: All Surveys

Passenger Mode of Travel to/from Station:
- Private Vehicle: 89%
- Walk/Bicycle: 3%
- Taxi/Shuttle: 5%
- Local Transit: 2%
- Intercity Bus: 1%

Passenger Alternative Travel Mode:
- Airplane: 17%
- Intercity Bus: 11%
- Motor Vehicle: 64%
- Would Not Make Trip: 9%

Passenger Trip Purpose:
- Work Commute/Business Trip: 14%
- Going to/from School/University: 6%
- Entertainment/Shopping: 6%
- Visiting Friends/Family/Relatives: 42%
- Personal Business: 6%
- Vacation: 27%

Passenger Demographic Profile:
- Female/Male Split: 62% / 38%
- Median Age: 37.7
- Median Household Income: $62,200
- Employed Full-Time: 45%
- Retired: 11%
- Student: 23%
- Michigan Resident: 78%

Note: Combined survey results for rail passengers that reported boarding or alighting at all Michigan stations.
Source: 2011 Michigan DOT Intercity Passenger Rail Survey/Texas Transportation Institute Analysis

Selected Rail Passenger Survey Results: Albion

Passenger Mode of Travel to/from Station:
- Private Vehicle: 100%
- Walk/Bicycle: 0%
- Taxi/Shuttle: 0%
- Local Transit: 0%
- Intercity Bus: 0%

Passenger Alternative Travel Mode:
- Airplane: 0%
- Intercity Bus: 0%
- Motor Vehicle: 50%
- Would Not Make Trip: 50%

Passenger Trip Purpose:
- Work Commute/Business Trip: 0%
- Going to/from School/University: 50%
- Entertainment/Shopping: 0%
- Visiting Friends/Family/Relatives: 50%
- Personal Business: 0%
- Vacation: 0%

Passenger Demographic Profile:
- Female/Male Split: 50% / 50%
- Median Age: N/A
- Median Household Income: N/A
- Employed Full-Time: 0%
- Retired: 0%
- Student: 100%
- Michigan Resident: 100%

Note: Combined survey results for rail passengers that reported boarding or alighting at Albion. Residential location analysis for the Albion station is not included as the number of responses was insufficient to allow proper analysis of residential location.
Source: 2011 Michigan DOT Intercity Passenger Rail Survey/Texas Transportation Institute Analysis